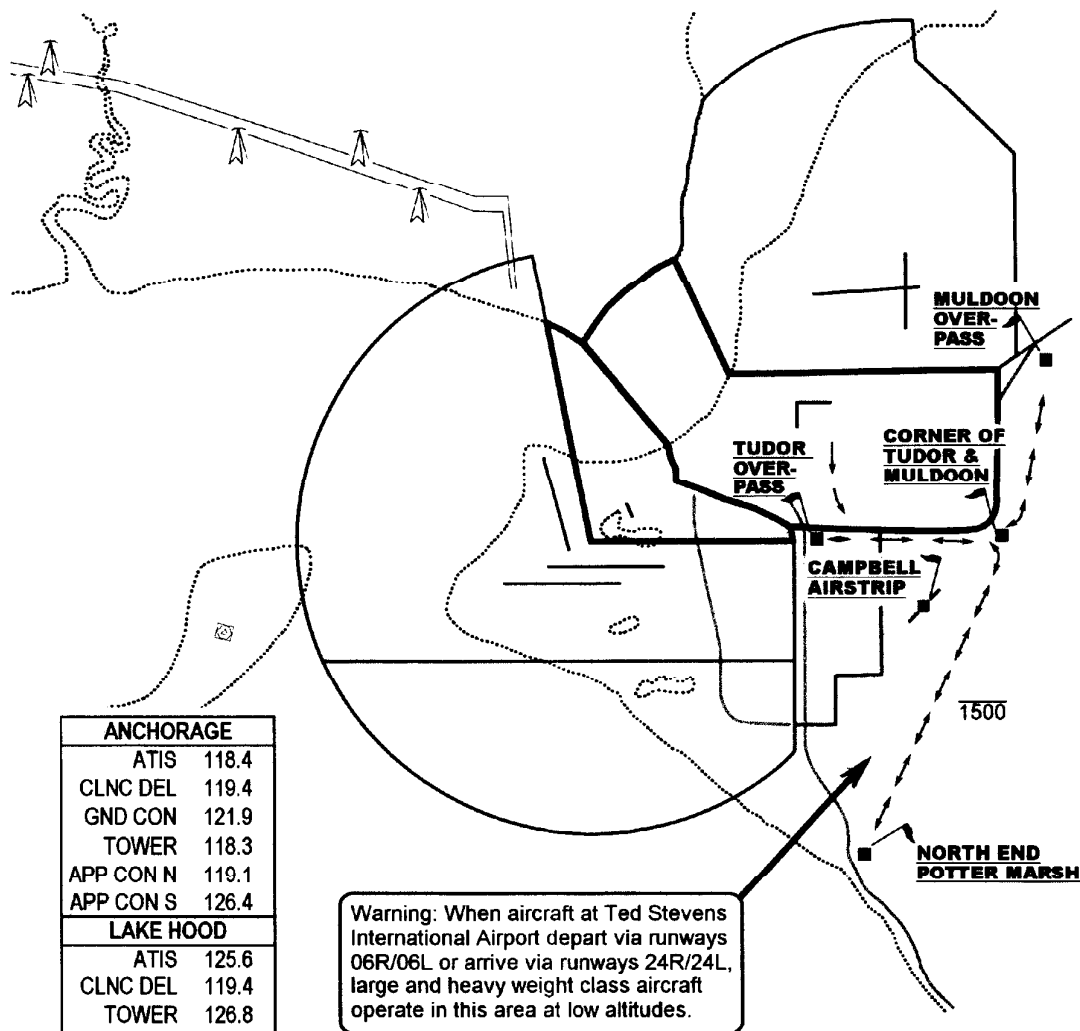


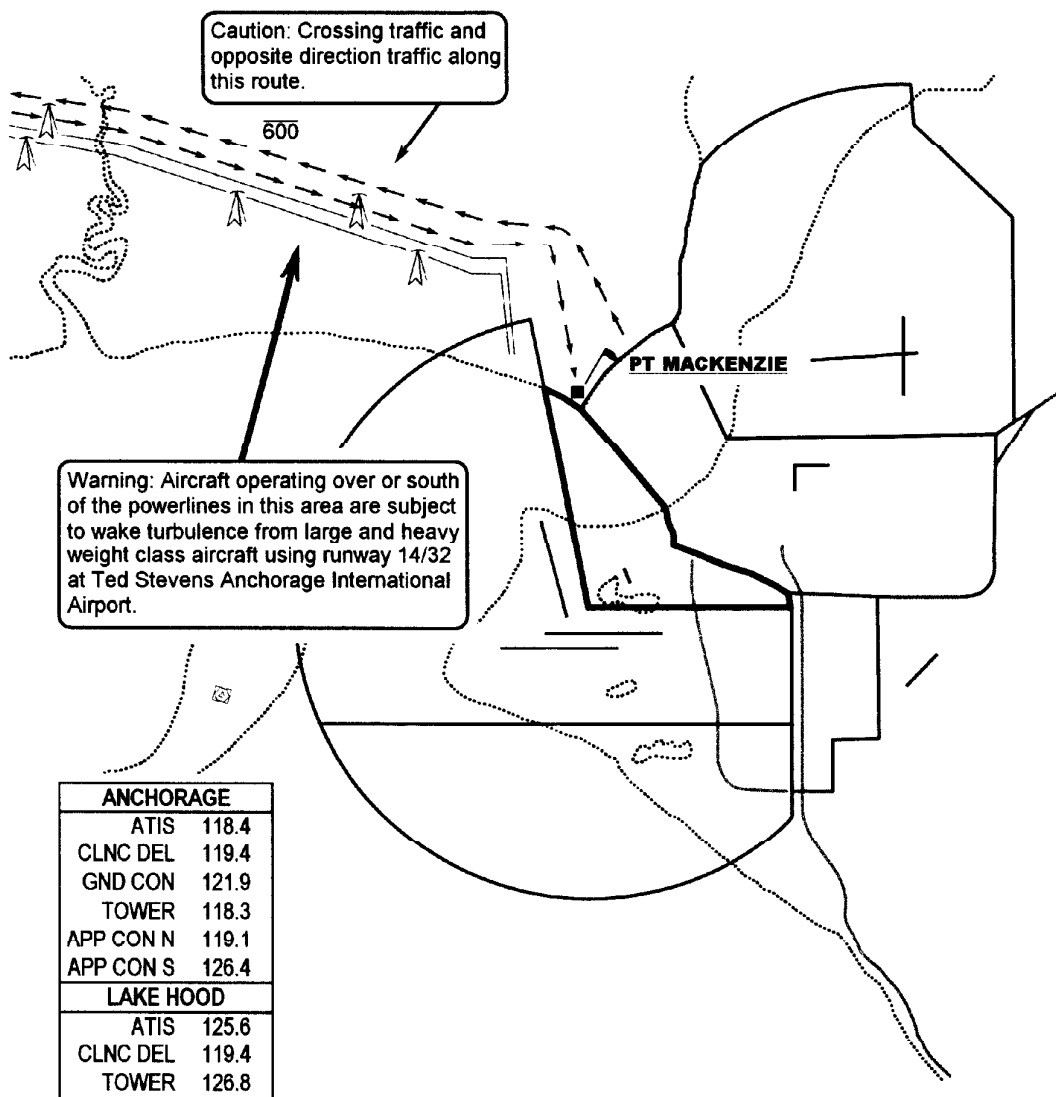
# Campbell Transition



ATC strongly recommends VFR aircraft operating east of Ted Stevens Anchorage International Airport remain over or east of a line from the corner of Tudor and Muldoon Roads to Potter Marsh and fly at or below 1,500' MSL.

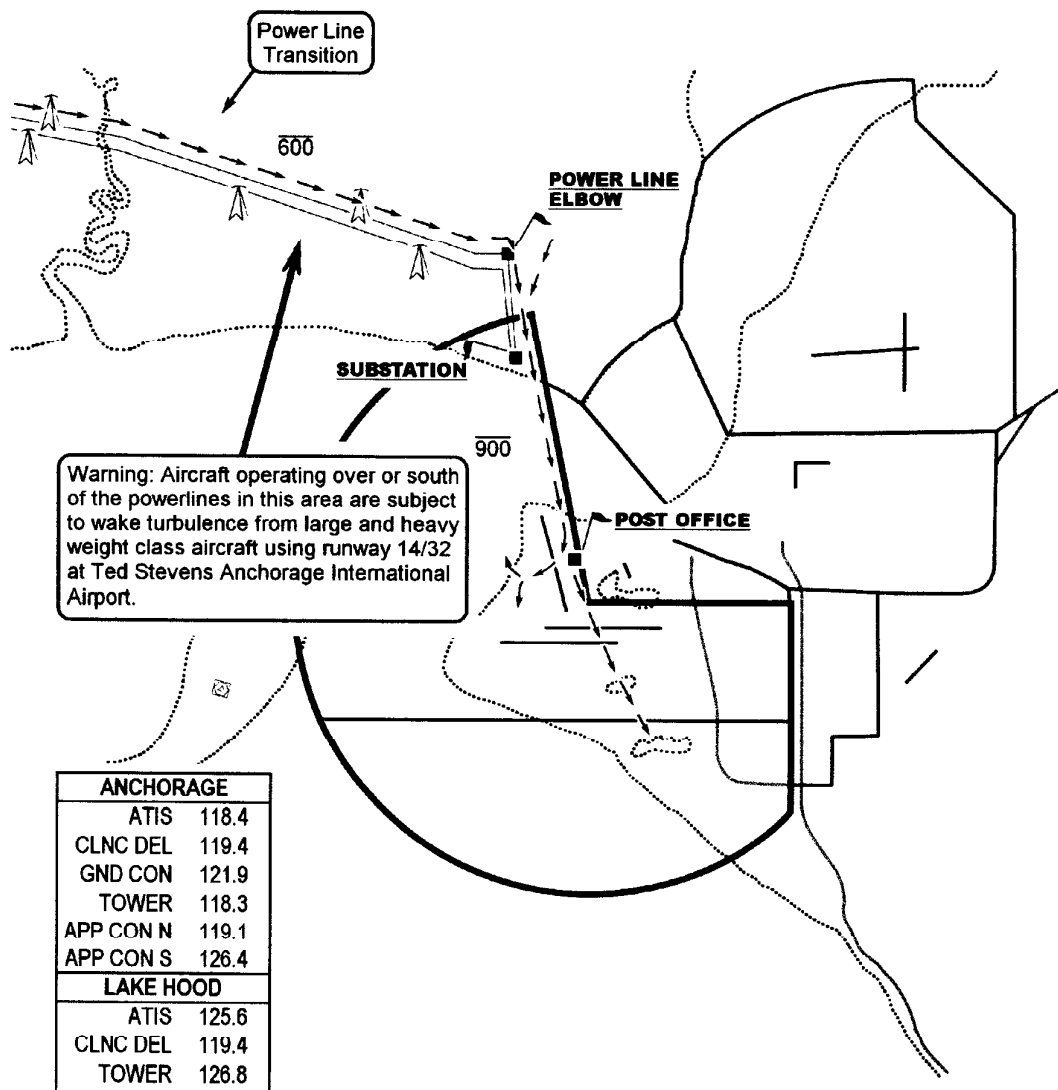
This route has been developed to segregate aircraft flying published routes and operating to/from ANC, LHD and MRI by assigning recommended altitudes along prescribed routes.

# Power Line Transition



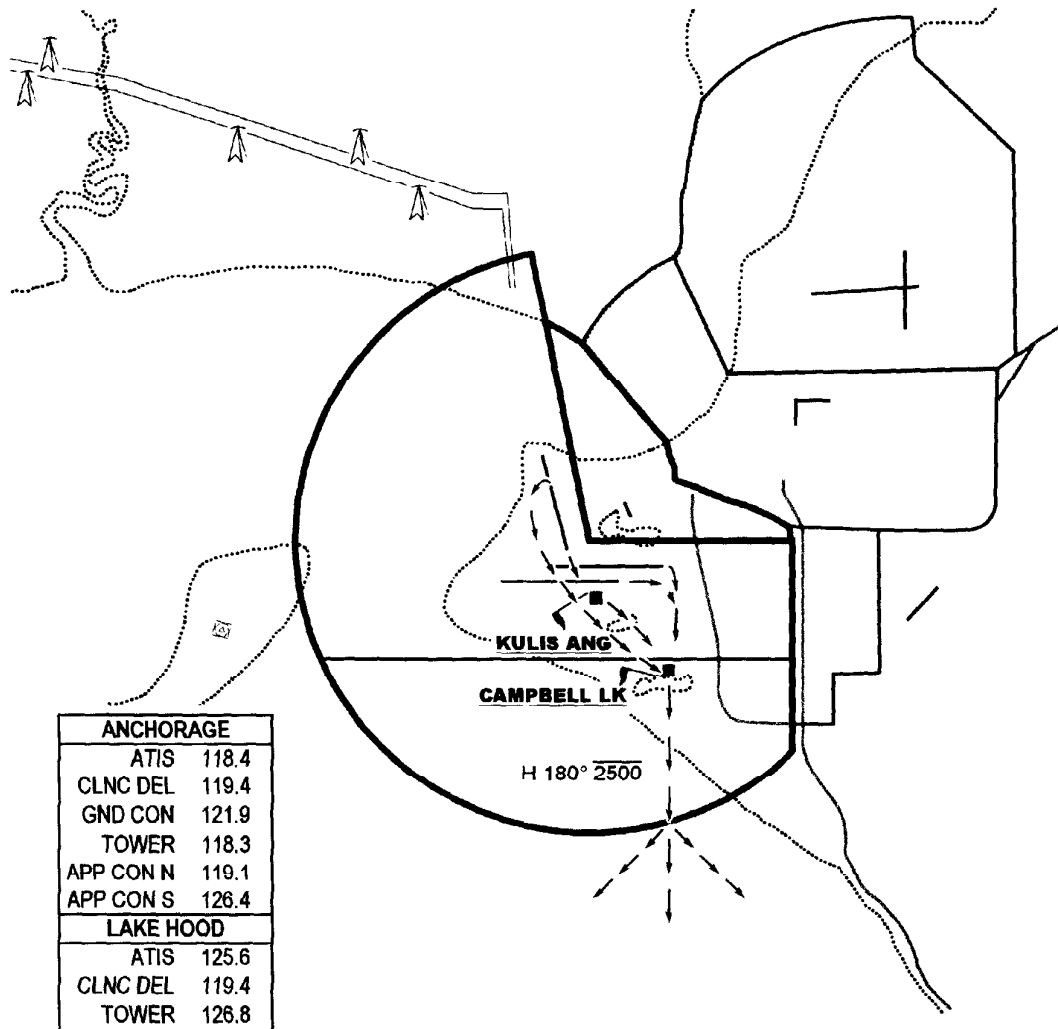
|                      |  |
|----------------------|--|
| Airports Served      | Ted Stevens Anchorage International, Lake Hood, Merrill Field and Elmendorf AFB. |
| Arrivals             | Fly along the power lines on the north side.                                     |
| Departures           | Fly one mile north of the power lines.   |
| Recommended Altitude | All aircraft fly at or below 600' MSL.   |

# Post Office Arrival



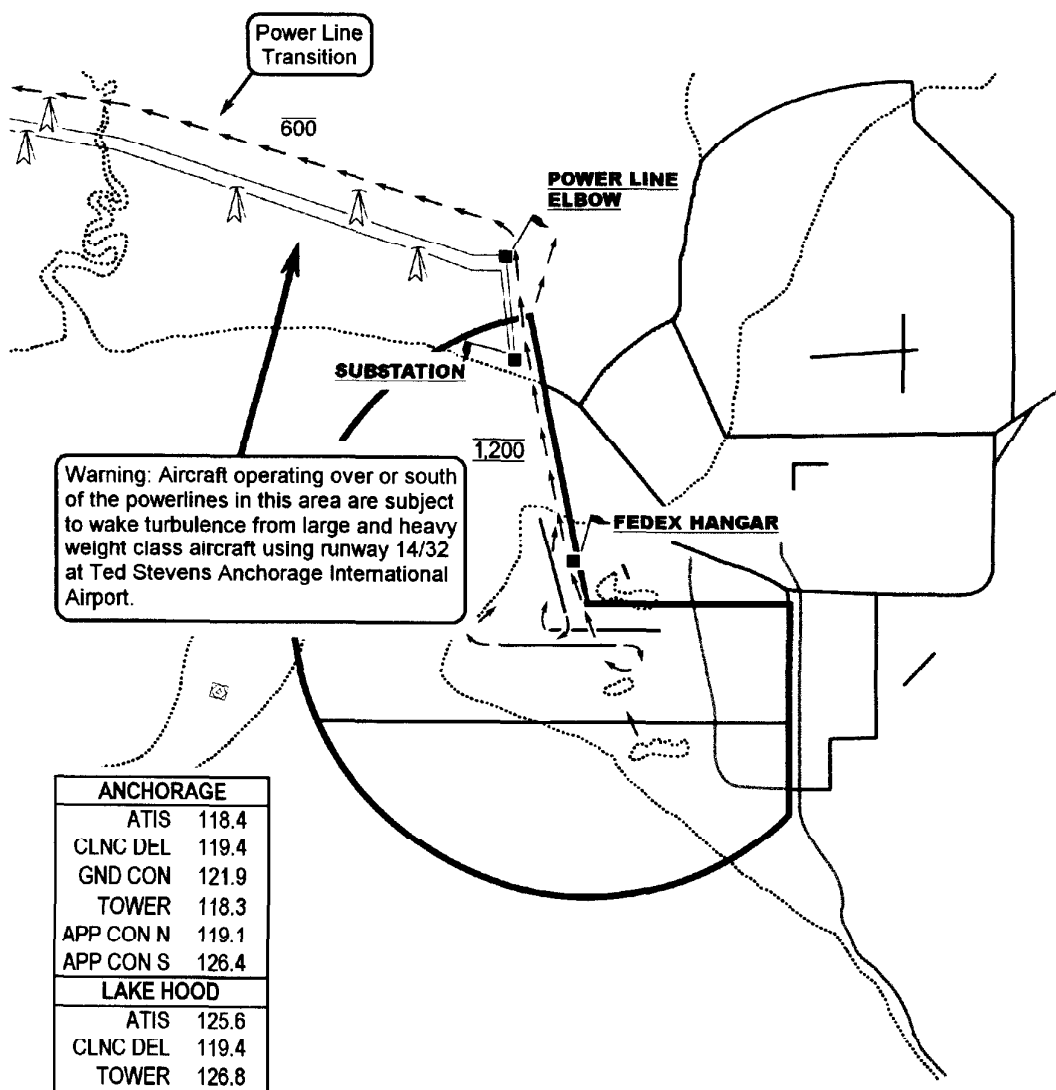
|  |   |
|--|---|
| Destination Airports   | Ted Stevens Anchorage International Airport, Campbell Lake and Sand Lake.   |
| Arriving From  | North of Anchorage.   |
| Contact  | Anchorage Approach Control at least 15 miles north of Ted Stevens Anchorage International Airport. Advise controller on initial contact of destination and request Post Office Arrival. |
| Route  | From over the Power Line Elbow, proceed direct to the Post Office. Cross the south shore of Knik Arm at or below 900' MSL, then . . .   |
| Landing ANC  | . . . at the Post Office turn right, cross Runway 32 at midfield then as assigned by tower.   |
| Landing Lakes  | . . . after passing the Post Office, cross the east/west runways at ANC as assigned by tower.   |
| ATC <b>STRONGLY</b> recommends aircraft comply with the Power Line Transition. |   |

# Campbell Lake Departure



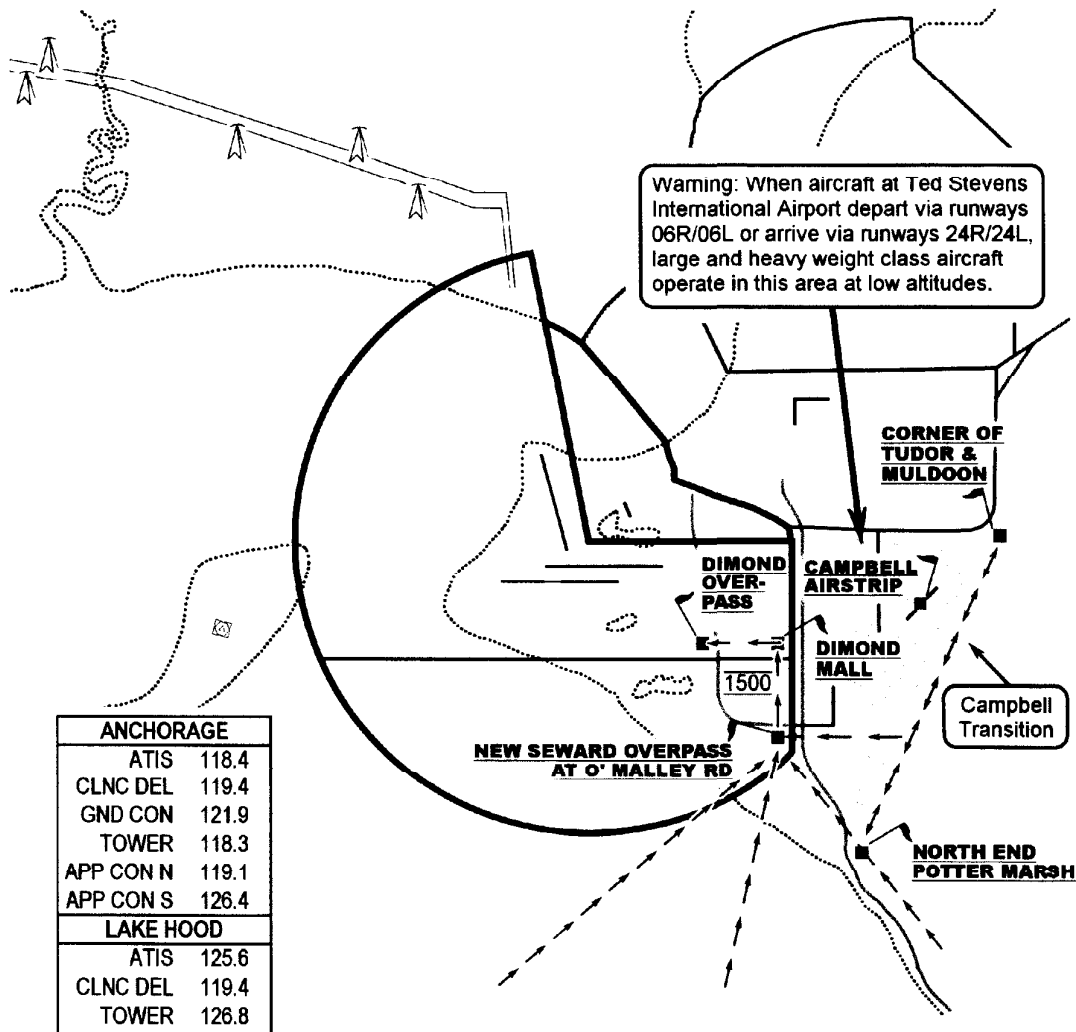
|                     |   |
|---------------------|---|
| Departure Airports  | Ted Stevens Anchorage International Airport and Lake Hood.  |
| Direction of Flight | Southeast through southwest bound.  |
| Contact             | Anchorage Clearance Delivery prior to taxi; advise destination, requested altitude and request the Campbell Lake Departure.   |
| Departing ANC       | Depart traffic pattern as instructed by tower. Proceed direct Campbell Lake, then via heading 180°. Maintain at or below 2,500' MSL until advised by ATC.                             |
| Departing LHD       | Depart traffic pattern as instructed by tower. Proceed direct Kulis ANG Base, then direct Campbell Lake, then via heading 180°. Maintain at or below 2,500' MSL until advised by ATC. |

# Power Line Departure



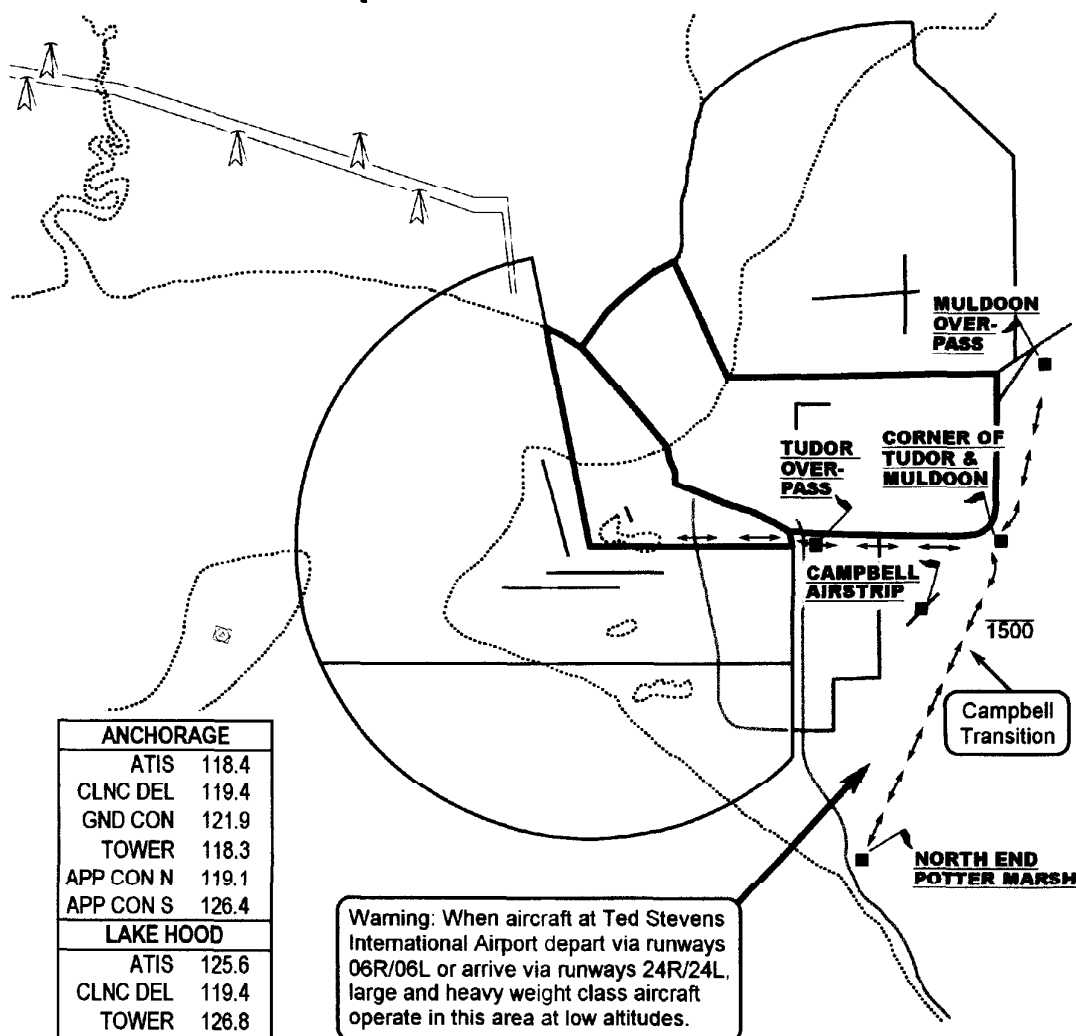
|  |           |       |   |
|--|-----------|-------|---|
| Departure Airports   |           |       | Ted Stevens Anchorage International Airport, Campbell Lake, Sand Lake, and Jewel Lake.  |
| Direction of Flight  |           |       | West through northeast of Anchorage.  |
| Contact  |           |       | Anchorage Clearance Delivery prior to taxi; advise destination, requested altitude and request the Power Line Departure.  |
| ROUTE  | DEPARTING | ANC   | Departing Runway 32: After departure, offset east of Runway 32 and proceed from the FedEx hangar direct to the Power Line Elbow as depicted. Maintain 1,200' MSL until clear of Class C airspace.             |
|  |           |       | All other runways: Turn right and proceed from the FedEx hangar direct to the Power Line Elbow as depicted. Maintain 1,200' MSL until clear of Class C airspace.  |
|  |           | LAKES | After departure, remain south of ANC Runway 6R until instructed by tower, then proceed from the FedEx hangar direct to the Power Line Elbow as depicted. Maintain 1,200' MSL until clear of Class C airspace. |
| ATC <b>STRONGLY</b> recommends westbound aircraft comply with the Power Line Transition. |           |       |   |

# Dimond Mall Arrival ANC / LHD



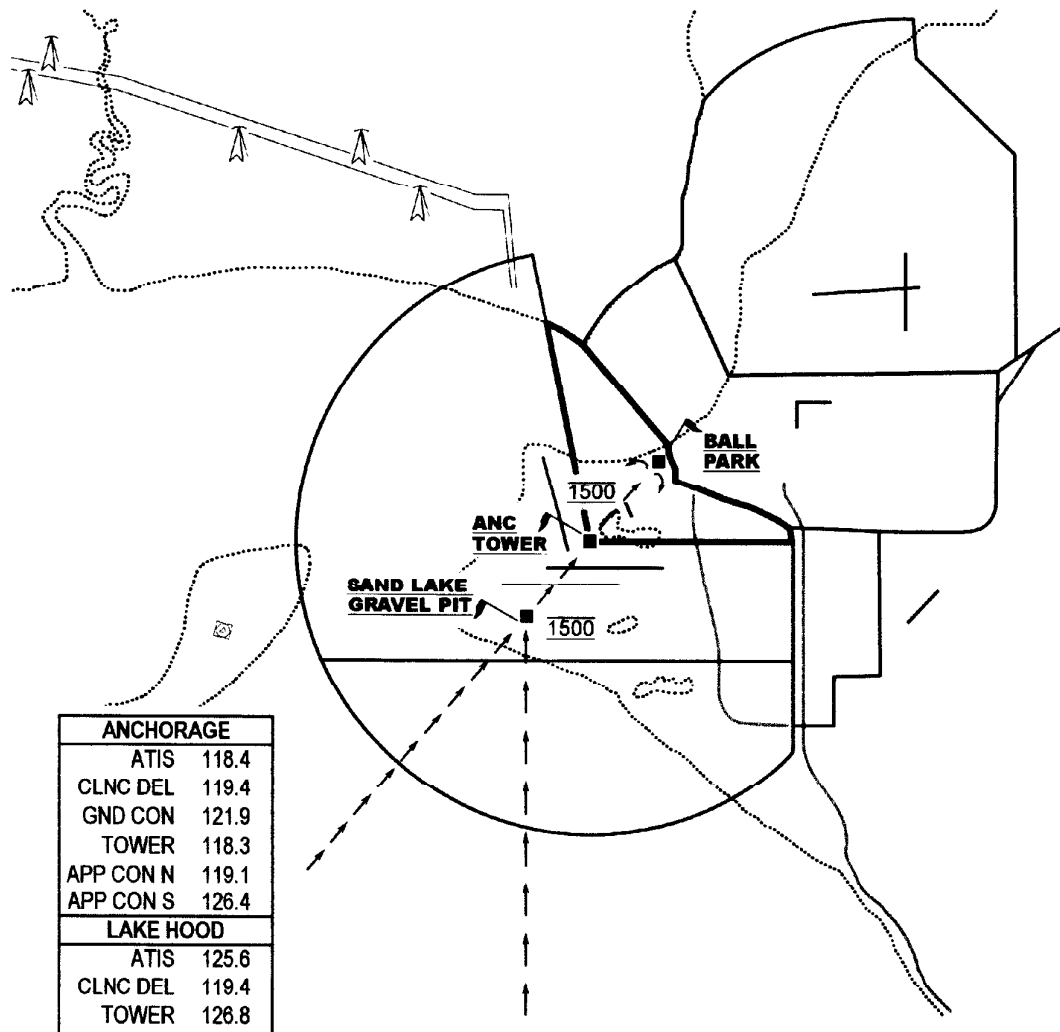
|  |   |
|--|---|
| Destination Airports   | Ted Stevens Anchorage International Airport and Lake Hood.  |
| Arriving From  | NE through S (ANC) / SW through SE (LHD).   |
| Contact  | Anchorage Approach Control (see frequency box above) at least 15 miles from Ted Stevens Anchorage International Airport. Advise controller on initial contact of destination and request Dimond Mall Arrival. |
| Route  | Proceed to the New Seward Overpass at O'Malley Rd, direct to Dimond Mall. Cross the overpass at 1,500' MSL. After Dimond Mall, proceed to the Minnesota and Dimond overpass.                                  |
| Landing ANC or LHD   | Expect pattern entry instructions and runway assignment from tower.   |
| ATC <b>STRONGLY</b> recommends aircraft comply with the Campbell Transition. |   |

# LHD Tudor Overpass Departure / Arrival



|  |   |
|--|---|
| Airport Served   | Lake Hood   |
| Departure and Arrival Direction  | East of Lake Hood   |
| Departures   | Depart the traffic pattern as assigned by ATC, then proceed eastbound just south of the Tudor and New Seward overpass. Remain at or below 900' MSL until south of Campbell Airstrip, east of the corner of Tudor and Muldoon, or until joining the Campbell Transition. |
| East Arrivals  | Proceed from the corner of Tudor and Muldoon direct to the Tudor and New Seward overpass at 1,500' MSL, then as assigned by ATC for traffic pattern entry.  |
| South Arrivals   | Proceed from Potter Marsh to Campbell Airstrip direct to the corner of Tudor and Muldoon, direct to the Tudor and New Seward overpass at 1,500' MSL, then as assigned by ATC for traffic pattern entry.   |
| ATC <b>STRONGLY</b> recommends aircraft comply with the Campbell Transition. |   |

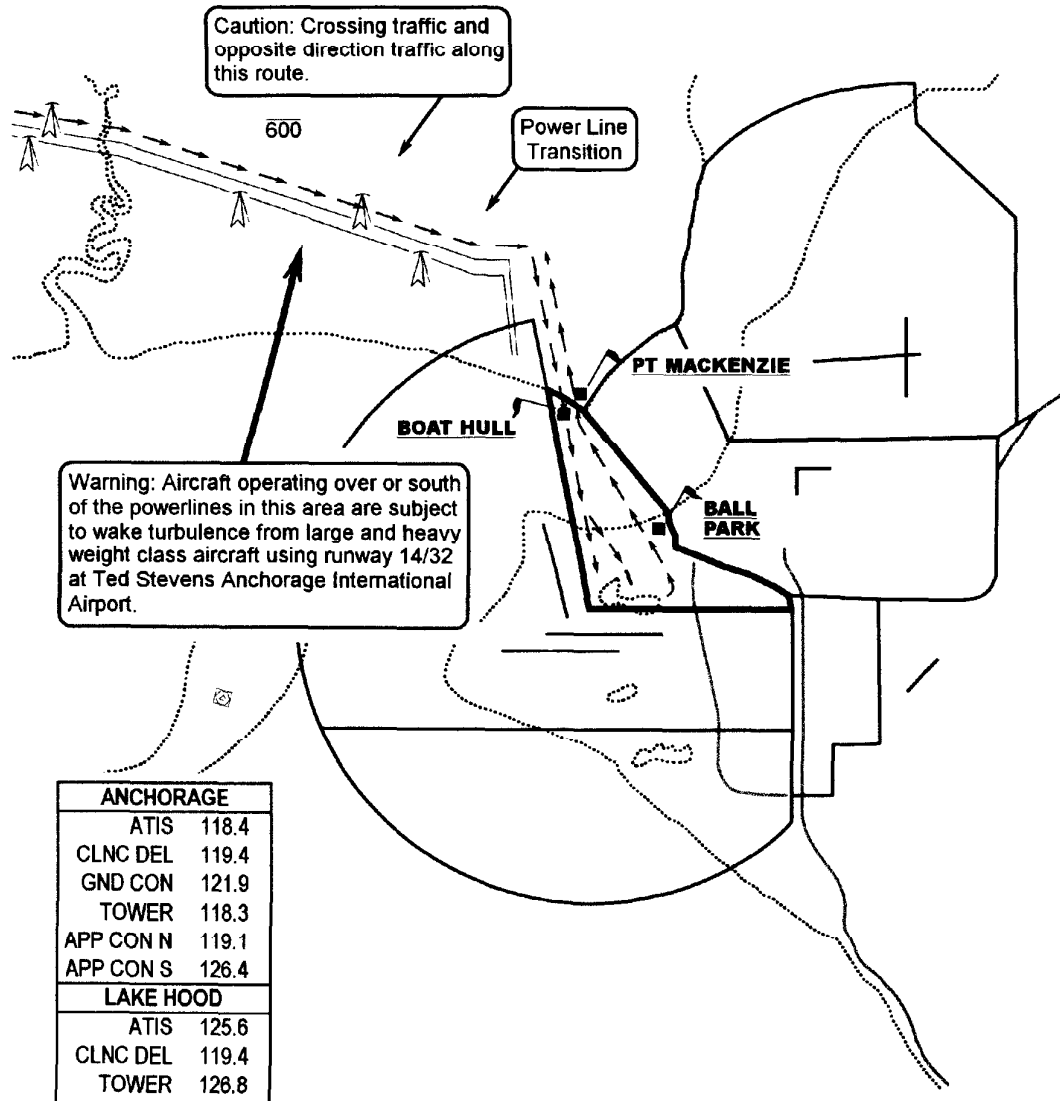
# LHD Gravel Pit Arrival



|                      |  |
|----------------------|--|
| Destination Airports | Lake Hood  |
| Arriving From        | Kenai Peninsula and west of Anchorage.   |
| Route                | Proceed via the Sand Lake Gravel Pit direct to the control tower then direct the Ball Park. Cross the Gravel Pit and the Ball Park at 1,500' MSL, begin descent after the Ball Park. Expect pattern entry instructions and runway assignment prior to the Ball Park. |

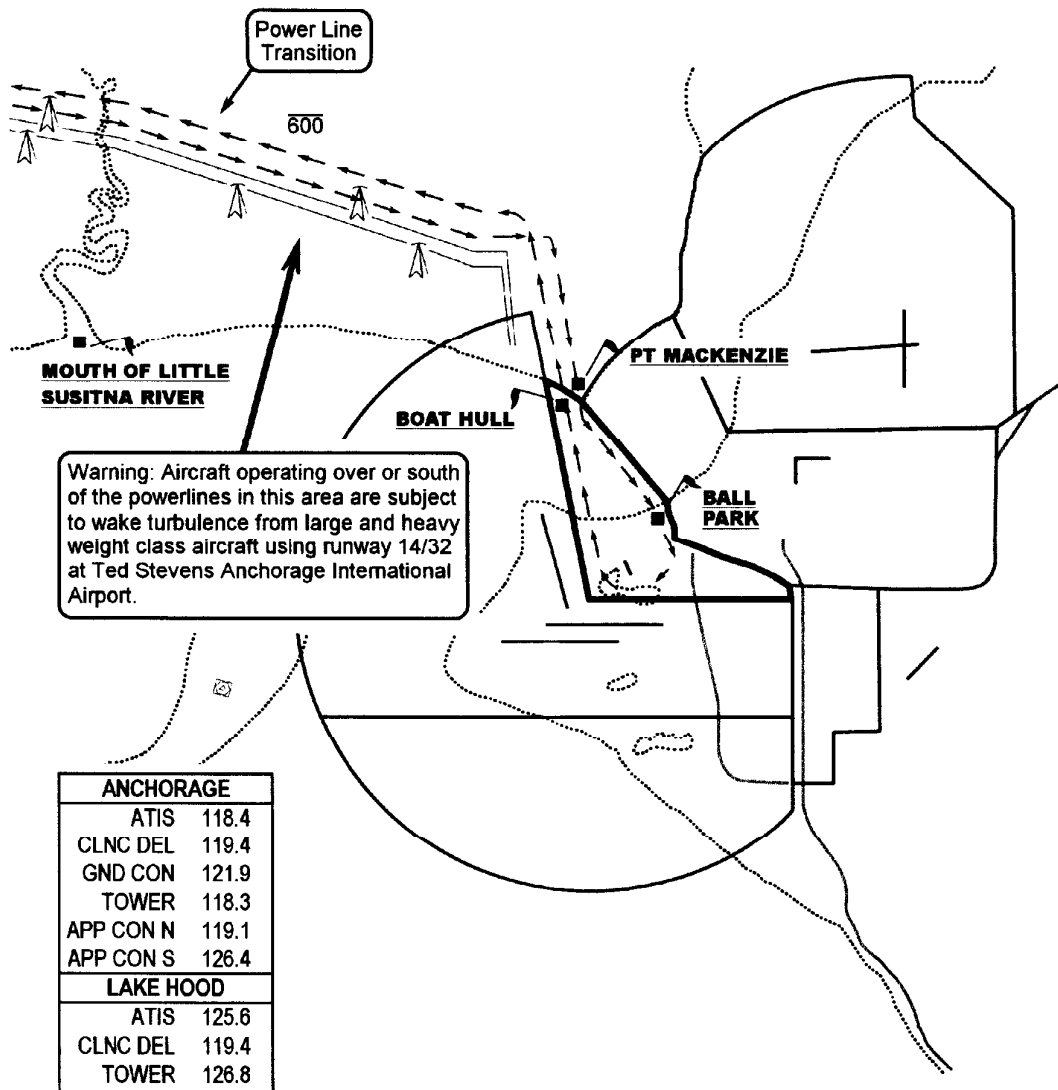


# LHD East Route



|  |  |
|--|--|
| Airport Served   | Lake Hood  |
| Direction of Flight  | Arrivals/departures north of Lake Hood.  |
| Route Use  | The East Route is used when Lake Hood is landing and departing East, South, Southeast and Runway 13. <b>Compliance with route altitudes is strongly recommended.</b> |
| Departures   | Proceed northbound to Pt. MacKenzie as depicted between 1,000' and 1,200' MSL, or at or above 2,000' MSL.  |
| Arrivals   | Proceed inbound from the Boat Hull as depicted at or below 700' MSL or at or above 2,000' MSL.   |
| ATC <b>STRONGLY</b> recommends westbound aircraft comply with the Power Line Transition. |  |

# LHD West Route

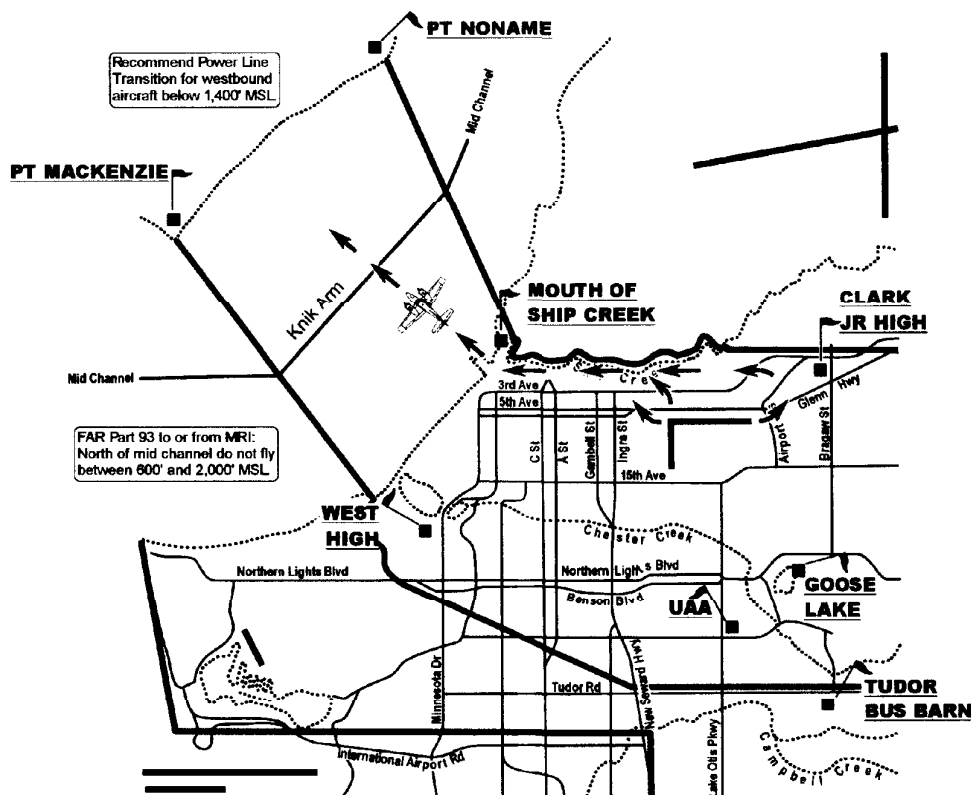


|  |  |
|--|--|
| Airport Served   | Lake Hood  |
| Direction of Flight  | Arrivals/departures north of Lake Hood.  |
| Route Use  | The West Route is used when Lake Hood is landing and departing west, north, northwest and Runway 31. <b>Compliance with route altitudes is strongly recommended.</b> |
| Departures   | Proceed northbound to the Boat Hull as depicted at or below 700' MSL or at or above 2,000' MSL.  |
| Arrivals   | Proceed inbound from Pt. MacKenzie as depicted between 1,000' MSL and 1,200' MSL, or at or above 2,000' MSL.   |
| ATC <b>STRONGLY</b> recommends westbound aircraft comply with the Power Line Transition. |  |



|         |       |
|---------|-------|
| ATIS    | 123.7 |
| GRD CON | 121.7 |
| TOWER   | 126.0 |
| APP CON | 119.1 |

# Ship Creek Departure



**RUNWAY 24:** Turn right, follow Ship Creek.

**RUNWAY 6:** Turn left, follow Ship Creek.

**RUNWAY 33:** Turn left, follow Ship Creek.

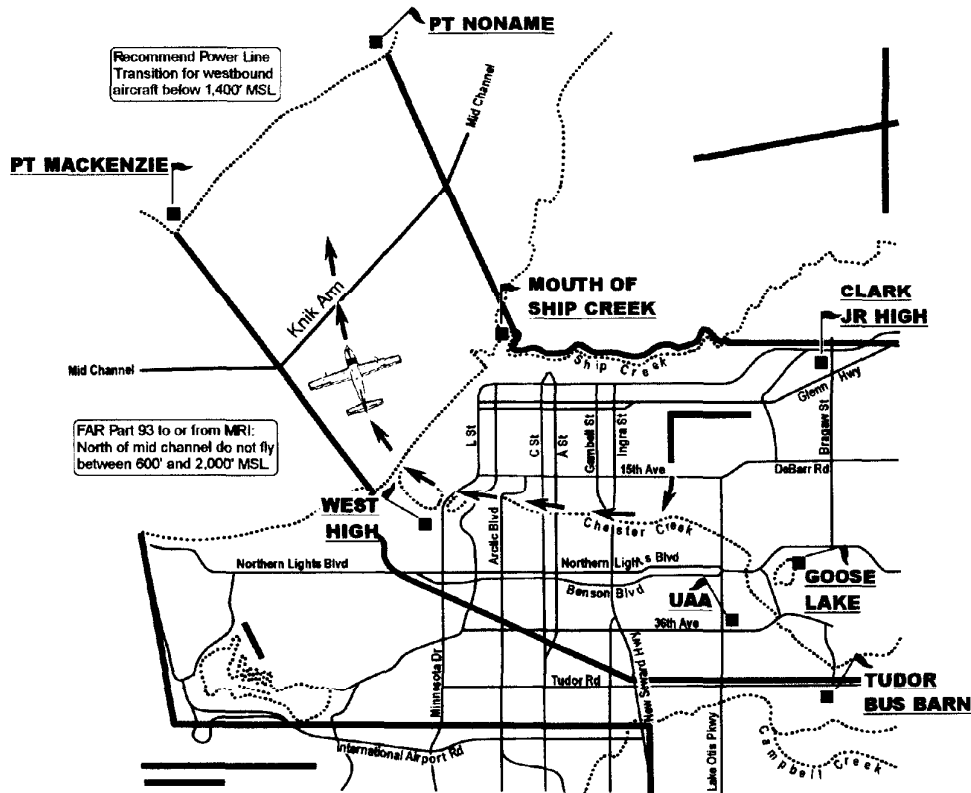
Cross Knik Arm in accordance with FAR 93. Remain within the Merrill Segment.

**Preferred VFR Routes:** The Power Line Transition is recommended for all Merrill departures transitioning westbound below Class C airspace. The Power Line Transition as depicted provides vertical separation from heavy and turbojet aircraft departing ANC runway 32 or arriving runway 14. Caution: The Class E airspace south of the power lines is subject to the wake turbulence of these aircraft. Aircraft flying to the practice area: Proceed from Pt. Noname direct to Lake Lorraine then on course to avoid ANC traffic.

Aircraft requesting radar service crossing the Knik Arm low can expect a frequency change to approach control at the Pt. MacKenzie/Noname shoreline unless the Elmendorf final is clear of approaching aircraft. Aircraft requesting radar service crossing the Knik Arm high can expect a frequency change to approach control approaching the mouth of Ship Creek or leaving 2,500' MSL.

|         |       |
|---------|-------|
| ATIS    | 123.7 |
| GRD CON | 121.7 |
| TOWER   | 126.0 |
| APP CON | 119.1 |

# Chester Creek Departure



**RUNWAY 15:** Turn right over Chester Creek and follow the creek to its mouth.

Cross Knik Arm at or below 600' MSL in accordance with FAR 93. Remain within the Merrill Segment.

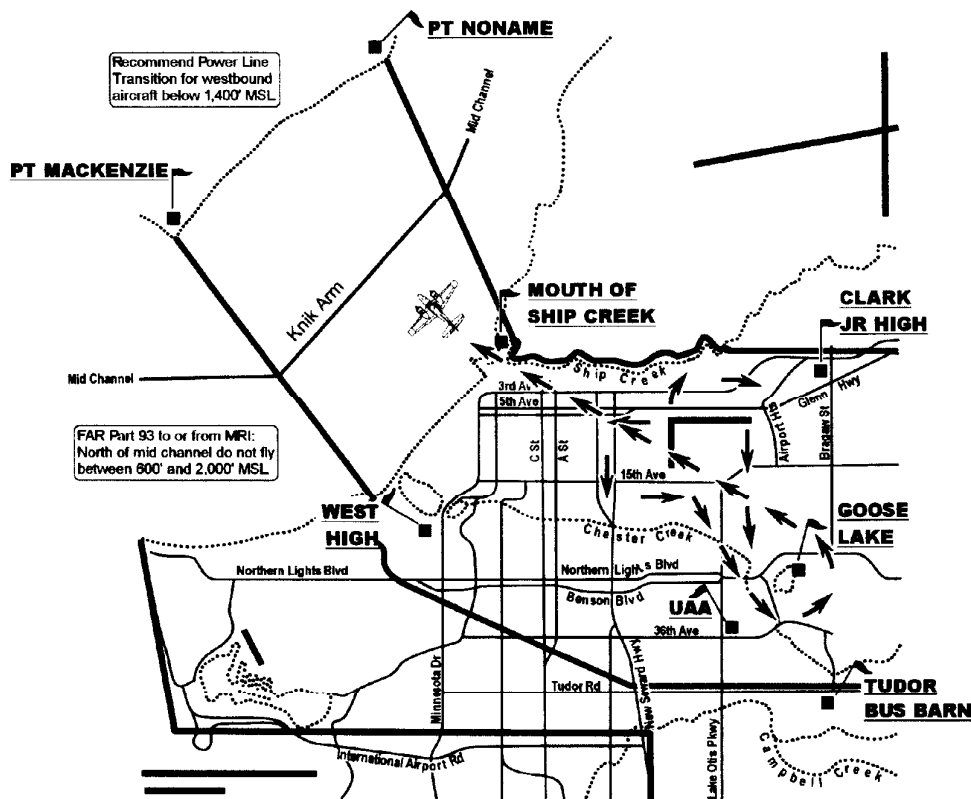
Note: Pilots intending to cross Knik Arm above 2,000' MSL on the Chester Creek Departure must obtain approval from tower prior to departure or use the City High Departure.

**Preferred VFR Routes:** The Power Line Transition is recommended for all Merrill departures transitioning westbound below Class C airspace. The Power Line Transition as depicted provides vertical separation from heavy and turbojet aircraft departing ANC runway 32 or arriving runway 14. Caution: The Class E airspace south of the power lines is subject to the wake turbulence of these aircraft. Aircraft flying to the practice area: Proceed from the west shoreline direct to Lake Lorraine then on course to avoid ANC traffic.

Aircraft requesting radar service crossing the Knik Arm low can expect a frequency change to approach control at the Pt. MacKenzie/Noname shoreline unless the Elmendorf final is clear of approaching aircraft.

|         |       |
|---------|-------|
| ATIS    | 123.7 |
| GRD CON | 121.7 |
| TOWER   | 126.0 |
| APP CON | 119.1 |

# City High Departure Runways 24 and 33



**RUNWAY 33:** Depart runway 33, make a right downwind departure, climb southbound until crossing Northern Lights Blvd. Turn left northwest bound to re-cross Northern Lights Blvd at or above 1,500' MSL. Continue direct to the mouth of Ship Creek. Remain below 2,500' MSL until west of the port (C St) bridge.

Cross Knik Arm at or above 2,000' MSL. Remain within the Merrill Segment.

**RUNWAY 24:** Depart runway 24, make a left downwind departure. When past the approach end of runway 33, turn right southeast bound until crossing Northern Lights Blvd. Turn left northwest bound to re-cross Northern Lights Blvd at or above 1,500' MSL. Continue direct to the mouth of Ship Creek. Remain below 2,500' MSL until west of the port (C St) bridge.

**Note:** An altitude encoding transponder is required to over-fly the Class C airspace northwest of Knik Arm. Aircraft requesting radar services on the City High Departure can expect a frequency change to approach control approaching the mouth of Ship Creek.

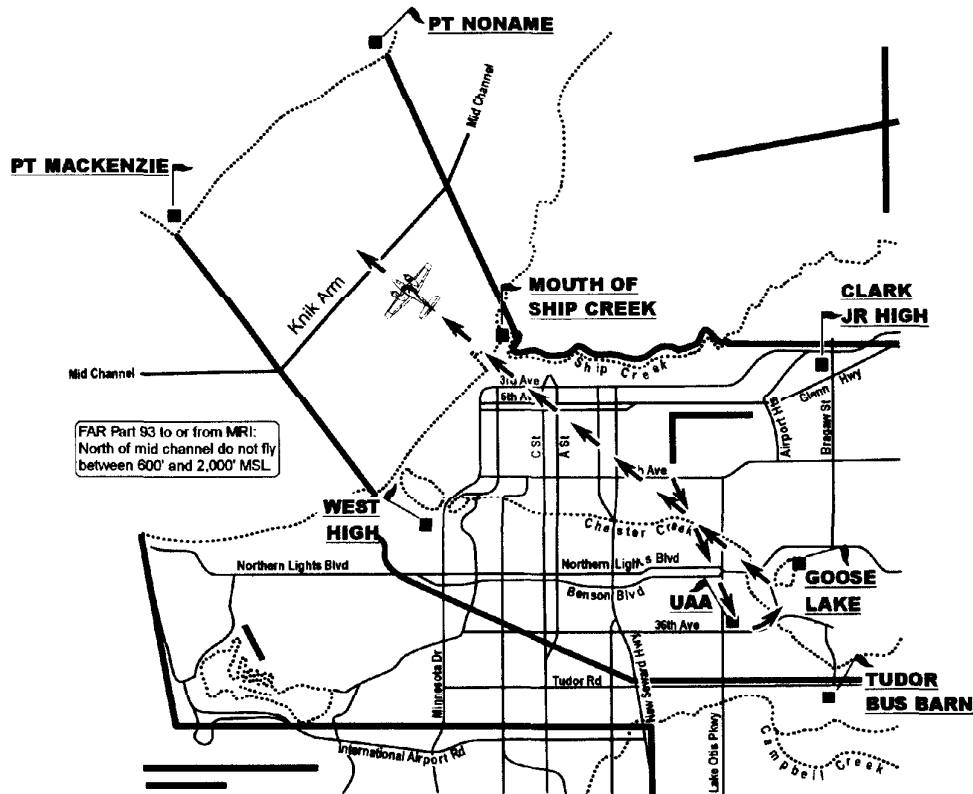
**Note:** After climbing through 1,500' MSL, an early turn northwest bound to the mouth of Ship Creek prior to Northern Lights Blvd may be initiated by the pilot after obtaining ATC approval.

**CAUTION:** Watch for jet traffic departing runway 06R/06L at Anchorage International turning northbound. These jets are required to be 2,000' MSL or higher before they enter the Merrill Segment. Heavy jets cause strong wake turbulence that may affect light aircraft as much as 1,000' below them.

**Preferred VFR Route:** Aircraft flying to the practice area proceed from Pt. Noname direct to Lake Lorraine then on course to avoid ANC traffic.

|         |       |
|---------|-------|
| ATIS    | 123.7 |
| GRD CON | 121.7 |
| TOWER   | 126.0 |
| APP CON | 119.1 |

# City High Departure Runway 15



Depart runway 15, turn left and fly direct to University of Alaska, Anchorage (UAA). Remain below the runway 06/24 traffic pattern until Northern Lights Blvd. Then make a climbing left turn to re-cross Northern Lights Blvd northwest bound at or above 1,500' MSL. Continue direct to the mouth of Ship Creek. Remain below 2,500' MSL until west of the port (C St) bridge.

Cross Knik Arm at or above 2,000' MSL in accordance with FAR 93. Remain within the Merrill Segment.

**CAUTION:** Watch for jet traffic departing runway 06 at Anchorage International turning northbound. These jets are required to be 2,000' MSL or higher before they enter the Merrill Segment. Heavy jets cause strong wake turbulence that may affect light aircraft as much as 1,000' below them.

**Note:** An altitude encoding transponder is required to over-fly the Class C airspace northwest of Knik Arm. Aircraft requesting radar service can expect a frequency change to approach control approaching the mouth of Ship Creek.

**Preferred VFR Route:** Aircraft flying to the practice area proceed from Pt. Noname direct to Lake Lorraine then on course to avoid ANC traffic.